

5. MITIGATION

This chapter defines mitigation measures that will be implemented for this project.

The Standard Specifications of INDOT will be met, particularly those concerned with erosion, sediment control, re-vegetation, water pollution, air quality, solid and hazardous waste, and archaeology. Removal of vegetation and in-channel disturbance will be minimized. Temporary erosion and siltation control features such as placement of straw bales in drainageways and ditches, grading areas to retain runoff in basins, and covering exposed areas with burlap, jute matting, or straw will be utilized during the construction period. All disturbed soil areas will be re-vegetated immediately upon project completion. Low maintenance areas will be revegetated with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species. Inlets to storm sewers will be protected during construction, erosion control measures will be installed, and temporary seeding will be utilized where possible.

A Rule 5 Storm Water Permit for construction activity that results in the disturbance of five acres or more of total land will be obtained.

Approval for construction in a floodplain will be obtained from IDNR prior to any construction in a floodplain. A hydraulic design study that addresses various structure size alternatives will be completed during preliminary design.

Along Big Eagle Creek, no trees greater than 14 inches in diameter, living or dead, with loose hanging bark will be cut from April 15 to September 15. No work will occur in waterways from April 1 to June 30 without the prior written approval of the Division of Fish and Wildlife.

Unavoidable impacts to wetlands will be mitigated in accordance with Wetland and Habitat Mitigation Guidelines agreed to by INDOT, the US Fish and Wildlife Service, and IDNR. A Section 401 permit from IDEM and a Section 404 permit from the US Army Corps of Engineers will be obtained.

Contractors will be required to observe the requirements of 326 IAC 6-4 Fugitive Dust Rule and 8-5 Asphalt Paving Rule, which ensure that asphalt paving plants are permitted and operate properly. Areas where pigeons or bats have roosted for 3-5 years will be wetted down prior to demolition of a site.

The use of cutback asphalt, or asphalt emulsion containing more than seven percent oil distillate, will not be used during the months of April through October.

A detailed noise study will be conducted during final design to determine where noise barriers are feasible and reasonable.

Noise levels of construction equipment are regulated by the US Environmental Protection Agency. Worker exposure to noise is controlled by the Occupational Health and Safety Administration. Together these will help mitigate construction noise. Contractors would have to conform to local noise ordinances. Contractors would also be subject to proper disposal of

waste construction debris. This would include proper treatment of potential asbestos-containing material.

The Office for Land Quality will be contacted if the site is found to contain any areas used to dispose of solid or hazardous waste, if contaminated soils are discovered, if PCB wastes are discovered, or if asbestos wastes are discovered. When final right-of-way requirements become fully defined, additional investigations will be conducted on any potentially contaminated sites.

Light rail corridors have been taken into account and no known design options for light rail have been foreclosed. The proposed Greenway Trails that cross I-465 at Big Eagle Creek and at the former B and O rail line south of Big Eagle Creek will be maintained. Primary bike routes, where crossed by I-465, will be accommodated with bike lanes on structures. Secondary routes will be accommodated with sidewalks or sidewalks and width for bike lanes.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, the discovery will be reported to the Department of Natural Resources within two business days and the Advisory Council on Historic Preservation will be contacted.

No right-of-way will be taken from Eagle Creek Park, Krannert Park, West Lake, or Ben Davis Junior High School.

Enclosed drainage may be used to minimize right-of-way in order to avoid residential and commercial relocations.

6. COMMENTS AND COORDINATION

This chapter reports on the public meeting held on the project, and the responses to the early coordination effort.

6.1 Activities Leading To Identification of a Preferred Alternative

An informational meeting was held for the I-465 improvements at Ben Davis Junior High School. The meeting was held on March 14, 2002{ XE "Heritage Hills High School" }. At the meeting, and in the weeks following them, people were allowed to submit comments about the project.

Approximately 200 citizens attended the information meeting. The most common comments that were heard from public speakers at the meeting or were received in the form of comment cards, letters, or e-mails were: what will be the impact to my property (9); the 56th Street interchange should be improved (7); noise is a problem (5); I-465 should be widened (4); drainage is a problem (2); and there should be no new signals at interchange ramp ends (2). There were also comments supporting: changing the cloverleaf interchanges; improving signage for the Indianapolis Motor Speedway; improving the Airport Expressway interchange; maintaining bike routes; improving Mann Road; and providing for a new outer beltway.

A series of interactive meetings were held that brought together representatives of various sections of INDOT including Environmental Assessment, Long-Range Planning, Engineering Assessment, Hearings, Project Management, Intelligent Transportation Systems, INDOT's Crawfordsville and Greenfield Districts, the Indianapolis Metropolitan Planning Organization, the Indianapolis Department of Public Works, the Federal Highway Administration, and project consultants. The purpose of the meetings was to discuss in an open forum the merits of various alternatives and design strategies in light of roadway capacity, safety, related projects, and the built and natural environments.

6.2 Agencies and Institutions Involved in the Early Coordination Process

Scoping{xe "Scoping"} responses were received from the agencies and organizations listed below. Their response letters are included in Appendix A in order by their mailing date.

- Indiana Department of Transportation, Greenfield District, January 2, 2002.
- Indiana Geological Survey, January 3, 2002.
- US Department of Agriculture, Natural Resources Conservation Service (NRCS), January 7, 2002.
- Indiana Department of Transportation, Aeronautics Section, January 8, 2002.
- Indiana Department of Environmental Management, January 25, 2002.
- US Army Corps of Engineers, January 29, 2002.
- US Department of Interior, Fish & Wildlife Service, February 13, 2002.